

Jan August 70

SASMEE

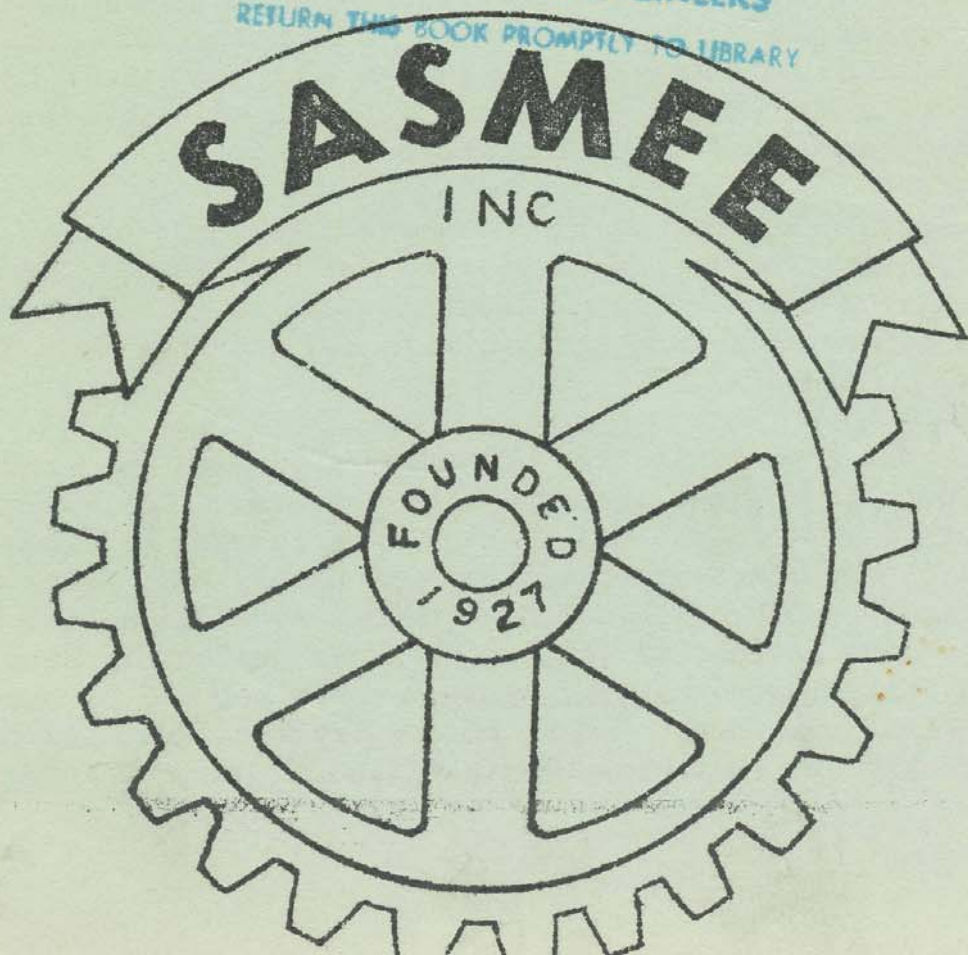
BULLETIN

THE OFFICIAL JOURNAL OF THE SOUTH AUSTRALIAN SOCIETY

OF MODEL AND EXPERIMENTAL ENGINEERS.

**SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS**

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EDITORIAL

Once again the calendar has turned a full circle and another year of Club life is facing us. The one just passed has been a very satisfying one and we look forward to another year of successful modelling, good fellowship and good steaming. The past year was marked by the Easter Convention and a considerable amount of our energies were directed towards making the function a success. However, other aspects of the Society were not neglected and one can look back with reasonable satisfaction on a job well done.

With proposals for constructing a 5" ground level track occupying the minds of a number of members, 1970 could be quite a challenging year. No doubt such a project would be a decided asset to SASMEE and the next few months will probably see a decision made one way or the other.

As an account of the Convention appears further on I will not enlarge on it here except to say that it was SASMEE's best organised and successful function held in Adelaide, with a great attendance of Interstate Visitors and a magnificent display of the Modellers art.

The Annual Election of Officers on 12th May produced several notable changes in the Office bearers. Tom England is now your President, and Len Peckham - Treasurer. Two new names make their appearance as Committee men, namely John Welch and Owen Thomas. Both are old hands in Society affairs, and we look forward to a successful year under their guidance. Both Tom and Len are justifiably numbered amongst us as being 2 of our most enthusiastic members, and we have every confidence in their ability to carry out their respective office.

The Annual General Meeting was marked by the retirement from office of Treasurer of Ralph Excell. Ralph has served the Society faithfully for 25 years and decided that it was time for another member to assume the office. To mark our appreciation of his services, it was unanimously decided to make him an Honorary Life Member of the Society. In reply Ralph thanked the members and recalled some of the early struggles of the Society. Although no longer holding office he told the meeting that he would still retain an active interest in our affairs, and said that his term of Treasurer had been a great pleasure and that he had met a great number of interesting people.

On a sadder note we all regret the passing of Joe Vardon. Joe has been a member almost from the Society's inception, and was a most prolific modeller. Several months ago I had the pleasure of inspecting his numerous models, and was amazed at the quantity he turned out over the years. Our sympathy is extended to his widow and family.

An invitation to the Society to exhibit at the Royal Show in September has been received and we have agreed to accept it. This should be a unique opportunity to publicise our Society and show the Public one of the most satisfying hobbies man can interest himself in. We have been promised an area of over 600 square feet, so every member will have the opportunity of showing his skill. Adequate protection and insurance cover will be provided, and there will be no cost whatever to the Society. You are, therefore, urged to get out your polishing cloths and brasso and shine up your best efforts. Further details will follow later on.

"GOOD MODELLING TO ALL".

Clary Burden,
Hon. Secretary.

QUARTERLY AGENDA

GENERAL MEETINGS

1970

2nd Tuesday each month at 8.00 p.m.

9th JUNE

Jack Mell will speak on W/Shop
Railway Maintenance.

14th July

Paul Griscti will give a talk on
Fibre Glass Hulls.

11th AUGUST

Annual Show of Work

INTERMEDIATE
MEETINGS.

(Informal) 4th Tuesday each month at
8.00 p.m. 23rd June, 28th July,
25th August.

COMMITTEE
MEETINGS

1st Tuesday each month at 8.00 p.m.
2nd June, 7th July, 4th August.

WORKING BEES

1st Saturday each month at 2.00 p.m.
6th June, 4th July, 1st August.

PUBLIC FIELD DAYS

3rd Saturday each month at 2.00 p.m.
20th June, 18th July, 15th August.

FOR SALE

Complete set of Shaper castings.

See Alan Brabham, c/o S.A.S.M.E.E.

FIELD DAYS CANTEEN ROSTER.

JUNE

A. BOREHAM
B. HOMAN

JULY

L. PECKHAM
O. THOMAS

AUGUST

H. BATEUP
J. DAVEY

IMPORTANT NOTE

IF UNABLE TO ATTEND AS PER ROSTER PLEASE
PHONE SECRETARY: PH.79-5292, SO THAT A
RESERVE CAN BE NOTIFIED IN TIME.

'Please remember to bring the milk'.

ROSTER FOR LOCKING UP ALL BUILDINGS AND GATES

<u>JUNE</u>	6th	P. Griscti	<u>AUGUST</u>	8th	J. Welch
	13th	J. Welch		15th	D. Irving
	20th	D. Irving		22nd	J. Wakefield
	27th	J. Wakefield		29th	N. Kernick
<u>JULY</u>	4th	N. Kernick	<u>SEPTEMBER</u>	5th	A. Brabham
	11th	A. Brabham		12th	O. Thomas
	18th	O. Thomas		19th	T. England
	25th	T. England		26th	P. Griscti
<u>AUGUST</u>	1st	P. Griscti	<u>OCTOBER</u>	3rd	J. Welch

WANTED TO BUY

3½" or 5" gauge, conventional tender type Loco, partly
or fully built.

C.W. Holl, 152, Gladstone Str.,
Bendigo, Vic.

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S.A.S.M.E.E. CLUB NEWS.

Congratulations and best wishes for the future to Des Allen and his bride on their recent marriage.

It was nice to see Grayson recovered from his recent operation.

Thank you Dean for your effort with the bulldozer to level the new car park area.

A proposal to hold a half yearly show of work for other than locos has been suggested, in order to foster greater interest in Stationary models, and also to marine aspects of modelling. Your ideas and suggestions will be welcome, Bring along your model and display it on our Field Day. No doubt the Public will take a great interest in viewing it.

Members are advised that their Annual Subscription is now due. The Treasurer is on duty each meeting night and Field Day.

A number in Interstate Club News Sheets have been received and are displayed on the notice board for your perusal.

COMING EVENTS.

Your attention is drawn to the following coming events :

Annual Show of Work, General Meeting 11th August.
A Field Day to assist St. Johns Ambulance, 29th August.
Our Exhibit at the Royal Show, early September.
Annual Jumble Sale, General Meeting 8th September.
A visit to Whyalla over the Labor Day long weekend. Further details later.

NEW MEMBERS

A welcome is extended to new members: Alexander Nicolson, Alexander Schluter, Milton Smith, Peter Bruce.

All of these new members are interested in Live Steam Locos, and we wish you many happy hours of modelling. We invite you to join in all of our activities.

ANNUAL ELECTION OF OFFICERS

With general business and supper over, the retiring President declared all offices vacant and invited Horrie Guignon to take the chair and conduct the Election. Affairs got swiftly under way and a secret vote resulted in Tom England being elected as President. As Chas. Hill decided not to nominate as Vice President, this then left 2 vacancies to be filled. Paul Griscti and Norm Kernick agreed to stand and were there upon elected as the Vice Presidents. John Wakefield as retiring President then became the Immediate Past President. Your humble servant was then elected as Secretary, there being no other takers. Dennis Irving resumed his office as Minute Secretary. Our new Treasurer is Len Peckham, and he will be assisted by Chas. Hill as assistant Treasurer.

Two changes have taken place in the Committee, with Paul now a Vice President and the retiring of Bob Brown, two vacancies occurred. Five nominations were received and a ballot resulted in the following: Ian Clark, Alan Brabham, John Welch, and Owen Thomas. Librarians - Grayson and Mark were re-elected unopposed, but we now have two new auditors, namely Morrie Turner and John Wakefield. Morrie is retained as Public Officer, and our host is once again Harry Pearce. Alan Frankham remains our Director of Field Days. The supervisors of the Loco Track are unchanged as also the Boat Pond. Steam House Boiler Attendants are Mark Grimshaw and Horrie Guignon who replaced John Mell. Our Boiler Safety Committee remains unchanged, except that Morrie Turner replaces Max Dunkley. Also unchanged, the Sub Committee for Programme and Canteen.

Under the competent supervision of Horrie, the election was carried out with great decorum, and has no doubt resulted in a very workmanlike team to administer the affairs of the Society for the next 12 months. We thank those officers retiring from their duties, for their efforts during their term of office, and welcome those members taking office created by the various vacancies.

John Wakefield deserves a special word for his 3 year term as President, for the able manner in which he carried out his responsible office as head of the Society, not only in word but also in deed.

THE MODEL ENGINEERS EASTER CONVENTION held in ADELAIDE,
27th - 28th - 29th - 30th March, 1970.

The following account will endeavour to portray the scene as witnessed by your Secretary. I will, no doubt, omit various incidents which I, perhaps, did not see or hear about. Each person present would view the scene from his own point of

view, but to all of those present, those few exciting days will each have their own memory of what was a highly successful Convention.

The work behind the scenes had its tempo really stepped up at the start of the New Year. Working parties on practically every Saturday were busy beautifying the area, attending to the track, doing various painting jobs and attending to the 101 matters requiring attention. Your Committee wishes to express their appreciation of those members who gave up their time to put everything in order.

During Thursday, 26th March several of us were at the grounds putting the final touches to the scene, and to be present for the reception of the early arrivals. Late that afternoon several caravans were in position and 2 or 3 gaily striped tents had been erected by the campers. Set among the trees by the Station, they made an admirable back-drop to the scene and provided a colorful touch amidst the clouds of billowing smoke and steam from the locos. For the convenience of campers and caravaners an electrically heated shower was installed in the Station building, and we have our President to thank for this kindly thought.

Friday morning marked the opening day and at the entrance to the Park a tent, loaned by a member, had been erected, and here a busy team of officials welcomed our visitors as they arrived. Each one was given a lapel card for easy identification, and where necessary was escorted to their camp site. Each person was asked to sign the visitors book and so we have a record of those who attend. Even at an early hour the first sight to be seen was locos in full action, whistles blowing, safety valves popping, and all the pervading sight and smell of a mixture of briquettes and N.S.W. coal filling the air, enough to gladden the heart of all good steam enthusiasts. The next scene to greet the visitor was the steaming-up bay. Here an indescribable array of locos with their loving owners busy raising steam, or a group discussing the advantages or other-

wise of piston versus slide valves or the vagaries of those little monsters called injectors (or should I say rejectors?) Despite all of the apparent hustle and bustle, order prevailed and under the guidance of the track supervisor, aided by a roster board, each driver was allotted a given running time and then called off for another batch of drivers to have a run.

Strolling along beside the track to the Station, one was forcibly struck by the work performed over the past few months to make the Park attractive. Lawns well mown and a beautiful setting of various types of trees greeted the visitors eyes.

Reaching the Station one witnessed another busy scene. Locomotives continually stopping for water and coal and then resuming their endless running. Here could be seen the coal cracking machine really working flat out. For those mathematically inclined 15 cwt. of briquettes and 600 gallons of water were swallowed by one of mankind's greatest inventions in miniature. Perhaps somebody can calculate the efficiency of our locomotives from that detail.

At mid-morning the call went out - morning tea now on, and it was indeed a welcome cuppa that greeted one. It provided an opportunity to greet old friends and we hope make new ones. A quick glance inside the Club House revealed a team of ladies working at preparing lunch. We are in full praise for the excellent meal which they provided.

Only one incident slightly marred the enjoyment of several visitors who had forgotten to bring their Boiler Certificates with them. This was quickly forgotten when their fellow members turned over the driving to them, and also aided by several SASMEE members who came to the rescue with their engines. A suggestion by SASMEE will, we think, overcome this problem at future Conventions.

To enumerate the vast number of locomotives and a description of same would occupy too much space, but they ranged from an Invicta to that mighty Mallet of Fred Pascoe.

Several owners were driving 2½" gauge engines and it was a pleasant surprise to observe their performance. With the preponderance of 3½" & 5" types, one could not but help being impressed with their smooth running and good tractive effort. A bit fussy on a slippery rail perhaps, but still affording their owners just as much satisfaction as their larger brothers. Fred's Mallet could not but help catching the onlookers eye. Truly a magnificent piece of work and a lasting tribute to the builder. I was fascinated watching whole briquettes being fed into the flaming heart of the giant. Here no spoon size shovel was required, just toss them in.

The general finish was excellent on the majority of engines and reflects great credit on the builders. Among the 5" types were noticed several powerful looking engines which looked capable of pulling a great load.

By this time everybody was feeling hungry and we strolled back to the Club House and enjoyed a first class lunch. With this over, running was on again in full force and so the afternoon quickly passed by, broken by a call to afternoon tea. The next hour or two saw further running and so on till tea-time. Here once again the ladies delighted the inner man. Tea over and with the coming of darkness we enjoyed an excellent film show depicting Ron Thompson's set-up at the Alice. So far I have not mentioned the weather, but up till Friday evening it had been perfect out-door weather.

SATURDAY. This was the big day. I heard that running was commenced just after sunrise. I was still asleep after the previous hectic day.

Among our visitors was Eugene Heller from the U.S.A., a member of the Goleta Valley Miniature Railway Society. He quickly made friends among us and passed some complimentary remarks concerning SASMEE. Another visitor whose name eludes me, came from Queensland, and also a visitor from W.A. connected with Casteldare Boys Home Miniature Railway.

To those who offered a donation to the funds we tender our thanks and particularly to Ron of the Alice.

Saturday was very much like Friday, with visitors still arriving until the grounds resembled a day at the Royal Show. Hundreds of people moving around, engines working and of course the ever welcome cup of tea and bisuits. By this time the weather had changed and around mid-day a shower of rain sent people scurrying for shelter. You will have noticed that a large tarpaulin had been erected out from the verandah and this caused some dismay to one of the visitors. With the rain, a large puddle of water had formed on the sagging canvas and later on a sudden gust of wind lifted the tarp, and spilled the contents over the unfortunate who was standing by the edge. We are truly sorry for this mishap and trust that no ill effects were suffered.

Fortunately the weather quickly cleared and the afternoon remained fine. Once again we were called to lunch and the way the food disappeared was a tribute to our Caterer and his lady assistants.

By this time several SASMEE locos had appeared and were handed over to those who were debarred from running their own and also to visitors without an engine. At 2.30 p.m. our President made his speech of welcome to the visitors. Mr. Schaumloffel of the S.A. Railways accompanied by his wife and Mr. N. Bradley of B.P. Australia were our distinguished guests. Later an inspection was made of the show of work by SASMEE members. This was set out on track on the side of the speed car area (now demolished) and created great interest among those who viewed it. Some fine examples of the Modellers art were on view mostly in an unfinished state, but revealing a very high standard of workmanship. 5" gauge locos dominated the scene and we can look forward to seeing some really powerful engines in the future. A part finished traction engine looked large enough to plough a forty acre paddock and no doubt will be capable of some really serious work.

Great excitement was caused during the morning by the sudden appearance of Winnie being chased around the track by a man waving a large broom. Twisting and dodging, Winnie managed to elude her pursuer, and led him a merry dance up to the Club House. She suddenly raced around by the boat pond and apparently tripped over some hidden obstacle and dived head-long into its bottomless depths. A loud splash followed and then a few bubbles appeared, but all efforts to recover her failed. Poor Winnie! Something seems to tell me that she discovered a hidden tunnel and no doubt will arise again much to her pursuers dismay. I think it was this same morning that Uncle Al produced his infamous trumpet and nearly blew his own ear-drums and ours out of their usual place. A couple of pints of water poured into the open end of this piece of musical inequity did little to improve matters, but Uncle's antics nearly convulsed his listeners and so we forgave him his lack of melody. So the day passed on with a continual stream of locos constantly circling the track, the steam bay busy either raising steam or owners effecting minor repairs. I noticed one unfortunate owner who spent the whole day nearly, rectifying a slipped eccentric. However, he finally remedied the trouble and later was seen steaming around. It must be very disappointing to travel hundreds of miles and then run into trouble of this nature.

By now it was teatime again and to counteract the coal smoke in the air, we were greeted with the appetising aroma of Barbecue chops and sausages. Two or three willing helpers acted as Chefs, and they must have cooked several hundred items. Whichever way one looked, there could be seen happy faces (and some not so clean) busily consuming the fare provided. We are all indebted to the heroic few who attended the Barbecue fires and thus helped to round off the day.

Another film show in the evening proved popular and to the accompaniment of sparks flying from the die hards who kept on running, I believe until about 2.30 a.m. Around about 9.00 p.m. most of us were beginning to feel the effects of plenty of action, fresh air and steam and smoke that heads were beginning

to nod and we departed for home. I forgot to mention that a television set provided by a member enabled us to see some of our running for the day.

SUNDAY. With no diminution of enthusiasm drivers were again hard at it from early morning onwards. The scene was much the same as the two previous days except that it was for several hours mainly a mans world. A bus had been chartered and most of the ladies were taken for a trip around Adelaide and nearby beauty spots. This was deeply appreciated by our fair visitors. Upon their return lunch was on again and later a number of visitors were taken to the Historical Society at Mile End. Here they were shown over the various locos restored by a band of devoted Steam Lovers and were entertained at afternoon tea by John Norris and Ron Kluck. We wish to thank these two gentlemen for their kindness in helping to make our visitors stay a pleasant and interesting one.

Sunday evening several visitors were the guests of one of our leading members at his home, and I have been asked to congratulate the lady who provided the supper.

During Sunday morning a meeting was held by representatives from all Clubs concerned with questions dealing with the Boiler Code. John Wakefield presided and Dennis Irving acted as minute Secretary. Various questions and points were raised ranging from Insurance to the height and clearance of riding trucks. Fuller details may be obtained from the Minutes. The meeting was well attended.

During the afternoon some of those who had a long way to travel to reach their homes departed, and amidst the farewells invitations to visit Moorabbin next Easter were heard on every hand, and we look forward to meeting old and new friends there next year.

MONDAY. With the real serious business of the Convention quickly closing to an end, the morning saw further departures for home. Despite the falling numbers still present the loco track presented

its usual busy appearance, and until the late afternoon engines could be observed puffing their way around. Personally, I was only too glad to sit down and take a passive interest in the scene. We were fortunate that with a shower or two the weather had been kind to us, even quite warm at times, and no doubt this contributed largely to the success of the affair. We wish to thank all of those who made the long trip to Adelaide for their attendance, for without their presence there would be no Convention, and this gathering of the Brotherhood of Modellers is something which every true lover of steam looks forward to every year as the highlight of the years activities.

To the various wives and lady friends of SASMEE members, words cannot describe our gratitude to you for your magnificent efforts in manning the Canteen, preparing hundreds of meals and all of the attendant chores necessary to make everybody happy and keep the wheels turning smoothly. We really thank you all for your help. To those ladies who provided scones, cake, jellies etc. we tender our sincere thanks, for without your aid heavy purchases would have had to be made. Thank you every one of you.

To the Convention Committee, you performed a wonderful job. The catering was of the highest order and the arrangements made by you for the accommodation of visitors was really a man size effort. SASMEE owes a debt to those loyal members who worked so hard to make the 1970 convention the success that it was.

We also wish to thank Channel 9 for their coverage and also their donation to the Club of the Film depicting our activities, shown on Newsbeat.

I have been asked to thank Doug. Iliffe who kindly lent his tent to Les and Joan Howarth of N.S.W.

In the centre of all the excitement of our locos steaming on their way, the Boat Pond presented a different picture. Here were observed faithfully detailed ships, calmly circling around,

quite undisturbed by the hiss of steam, exhaust beats and whistles of the loco track. Periodically Norm would give his hydroplane a run and for a few minutes its exhaust note would drown out, with its high pitched roar, everything within a hundred yards. Adjacent to the pond, the Steam House presented another picture of silent efficiency. Here, fed by a vertical boiler, a number of Stationary Steam plants of varying types were slowly and silently ticking over. To those of us who can remember seeing their full size brothers operating early in this century, they bring back memories of one's youth and the part that Steam played in the industrial world.

To give you some idea of the magnitude of the work involved in the Convention, 145 Interstate visitors and approximately 150 SASMEE members and families attended. On an average 180 lunches and teas plus the same for morning and afternoon tea were served each day for 3 days. I have been asked to point out to any member objecting to the \$3.00 registration fee that your Society finished up after all expenses were met, with a credit balance of \$1.00, plus a few cents.

All good things come to an end, the last engine was packed away, and to an invitation to visit Moorabbin next Easter, our last visitors moved off on the long journey home.

EASTER CONVENTION 1970 by Tom England.

Now that all the hissing of steam and coal smoke has died away, and the many groups of people standing around discussing their ideas and problems have now departed to their own States I feel we can now sit back and say it's all behind us until next time.

Four Days!! they came and went, and I venture to say some would not have known what day it was, to me it all went too fast.

I remember faces coming and going with cups of tea or coffee, and helping themselves to fill the inner man, at a rate of approx. 170 people at a meal time. It certainly kept everyone on their toes seeing to each other and everyones desires.

To our members wives many many thanks. I must say that their efforts in helping in the canteen were fantastic, not to mention those who slaved over hot stoves to make cakes and scones, etc., many thanks Ladies!! I do feel that these gatherings do help people to get to know one another, but be careful mere males, I have heard a few tales about your doings in and around your homes that makes you not all the little angels you pretend to be.

However, we all had a wonderful time and look forward to the next Convention at Moorabbin, Victoria in 1971.

EASTER CONVENTION - REGISTER OF VISITORS AND THEIR MODELS.

S.L.S.V. MOORABBIN

5" GAUGE.

Alan McCaskill - 4-4-0 Maid of Kent.
Bill Newman - 0-4-0 "Blue Bottle"
Fred Pascoe (absent due to ill health) 2-6-0 + 0-6-4 Norfolk
& West Mallet. Steel boiler, driven principally
by Colin Campbell.
L. Jordan - 4-6-4 tank. Built E. Evans in Queensland
Max Coleman - 4-6-0 Spring Bock.

3½" GAUGE.

Bill Stokes - 4-6-4 Vic. Railway 'R' Class.
Bill Chalmers - 4-6-2 L.N.E.R. Pacific
Stan McKeown - 2-10-0 British Rail 'Evening Star'. Last
Steam Loco built in U.K.

S.L.V. MOORABBIN - 3½" GAUGE contd.

Niel Allen - 4-6-2 Hielan Lassie
R. Swift - 0-4-0 Tich.
J.P.S. Campbell 0-6-0 Tank. 2-4-0 'Petrolea'. 0-4-0 Juliet.
C. Kirby - 0-4-0 Tich.
Don Moriaty - 4-6-2 Free Lance.

2½" GAUGE.

G. Schultz - 4-8-2 Fayette.

WEST RYDE.

5" GAUGE

Barry Tullock - 2-8-0 'J' Class N.S.W. Railways.
Ray Lee - 4-6-0 32 Class N.S.W. Railways.

3½" GAUGE.

Ian Somerville - 4-6-2 Britannia.
John Logan - 4-4-0 Director.
Jim Ranford - 4-4-2 Maisy

2½" GAUGE.

Graham Sharp - 4-8-4 Mountain American (design finished
in brass).

V.M.E.S.

3" GAUGE

ETER Lukey - 0-4-0 Invicta (Very interesting 1829 Stevenson
Vintage) On Exhibition track all the time.

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W.D.L.S.

5" GAUGE.

Alex Russell - 0-6-0 Tank Simplex.

3½" GAUGE.

B. Ferguson - 0-6-0 Tank '3F'.

V.M.S.L.S. BENDIGO

3½" GAUGE.

Ern Clark - 4-6-4 'R' Class Vic. Railways.

L. MACQUARIE.

3½" GAUGE.

Kevin Bruderlin - 2-6-2 Tank G.W.R.

John Hartley -4-6-2 Britannia.

ILLAWARRA.

5" GAUGE.

Barry Glover -0-8-0 49 Class.

3½" GAUGE.

Noel Bruce -4-6-0 36 Class N.S.W. Railways.

Ern Sweet -4-4-2 Maisy.

BLUE MOUNTAINS SOCIETY.

5" GAUGE.

John H. Green - 4-6-2 Pacific Mountaineer. (Steel Boiler)

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QUEENSLAND.

3½" GAUGE.

Dick Butterworth - 2-6-0 Free Lance

WHYALLA.

5 " GAUGE.

N. Johns - D Electric Switcher D94.

S.A.S.M.E.E.

BOATS.

N. Kernick - Speed Boats, etc.

R. Collins - Coastal Steamer.

LOCOS - 5" GAUGE.

C. Burden - 4-2-2- Stirling Single (part finished)

M. Turner - 4-8-4 523 S.A.R. (part finished)

" " - 4-6-2 Britannia (completed)

A. Bradley- 2-8-0 Caribou (part finished)

J. Wakefield- 2-8-0 Caribou (part finished)

C. Hill - 2-6-4 Tank Jubilee (part finished)

R. Skewes - 4-6-2 Tank 'F' S.A.R. (part finished).

K. Bradford-4-6-0 C36 N.S.W. (part finished).

J. Spry - 0-6-0 Butch (part finished).

3½" GAUGE.

O. Thomas - 4-4-2 Maisy come Meredith (completed).

R. Skewes - 2-6-4 Jubilee (completed)

B. Collins- 2-6-4 Jubilee (part finished).

L. Peckham- 4-6-2 620 Class S.A.R.

2½" GAUGE.

B. Brown - 4-8-2 + 2-8-4 400 Class S.A.R.

S.A.S.M.E.E. - LATE MEMBERS MODELS

Vic Messer - 3½" Puffing Billy

Frank Earl - 2½" 460 L.M.S.

TRACTION ENGINES

B. Muller - 2" scale Davey Paxman - Steel Boiler and sundry pieces.

P. Griscti - 3" scale Allchin - Steel Boiler and Sundry pieces.

M. Turner - 1½" Allchin (completed)

STATIONARY MODELS.

L. Peckham - One worn out boiler sawn in half by our expert at such operations J. Welch.

SASMEE Steam Plant -

H. Bateup - Gas engine plant.

M. Dunkley - Table engine

A few months ago I received an invitation from Fred Hercus to have a run on his 3½" & 5" gauge elevated track at Stirling. Set in a gently sloping gully, it comprises of about 500 - 600 feet of track, with a bridge at the lower end. There is a drop of about 20 feet from rail head to the creek below and this creates quite a thrill for the driver during the first few laps. The track gives a good ride, and owing to the bush-land setting one could almost imagine that he is driving a full sized engine through the Mt. Lofty Ranges.

Taking my 5" Britannia along, my grandson Peter and I spent a most enjoyable afternoon. The grades are easy and the big engine made light work of it. I did a number of laps with Fred's S.A.R. Rx 5" engine, and she performs to perfection.

A pleasant evening was spent with member Allan Small in his workshop recently. Here he is building an Allchin Traction Engine in 1½" scale, and making a fine job of it. He has also part finished a beam engine which will be a very attractive model when finished. His equipment consists of a Myford Super 7 lathe with vertical compound slide, a Waldown grinder and drilling machine. A metal and wood cutting band saw, constructed by himself, saves much Hack-sawing. An oxy-acetylene plant and Arc Welder take care of his welding and brazing jobs.

Pride of place is taken by a Pacific Milling Machine with vertical head attachment. This machine was built in Portugal and has proved very satisfactory. A useful assortment of Engineers hand tools complete Allan's set-up. In his workshop he finds great relaxation working in metals, quite a contrast to his furniture business.

The following article was supplied by Mr. Umlauf, President of the W.R.E.I. Model Engineers Society at Salisbury.

Late in 1969 a small group of chaps from the Weapons Research Establishment at Salisbury in South Australia got together a meeting of interested chaps and formed the 'W.R.E.I. Inc. Model and Experimental Engineers Society' which is now a flourishing club that is moving ahead rapidly.

In less than one month from its foundation the Society had its first display at the W.R.E. Childrens Christmas Party, several good models were on display and the members built a temporary twin gauge track of 120 feet in length to run the train of the then President, Mr. J. Barkes, creating a lot of interest and giving a great number of children rides, and an idea of what was to come at later times.

Since that time the Society has acquired two clubrooms, one containing a large general and social hall and well equipped

and efficient workshop, and the other to house the "OO" & "N" gauge railway layouts.

Grounds have been laid out for 980 feet of twin gauge track and concrete piers are in the process of being cast, the ground plans also include a 140 foot diameter boat pond and a model aircraft aerodrome.

It is planned that the railway will be finished and the beautification program of the grounds done ready for a gala opening later this year.

OBITUARY

We have just learnt, with much regret, of the passing of Fred Pascoe. Fred, a man known to modellers as a live wire of the Moorabbin Society, was originally from South Australia.

His liking for large locos, resulted in many fine examples, such as "General Smuts", "Wally" and the "Major", a "Stirling", and his last effort, a fantastic "Mallet", all of these being in 5" gauge.

Wherever modellers gather, his cheery face under his bowler hat will be missed.

Our sympathy is extended to those close to him.

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